

Panama Canal Regulations

§ 103.32

and 2 to Gamboa Reach, from the north end of Gatun Locks to Buoy 3 in the Atlantic harbor, and vice versa. However, in the instances where the over-draft is negligible, the assignment of a tug or tugs may be waived at the discretion of the Canal Operations Captain or his designee. Any vessel without mechanical motive power, or the machinery of which is or becomes disabled, or which steers badly, or which is liable to become unmanageable for any reason, shall be towed through the Canal. The Canal authorities may require any vessel to take a tug or tugs through Gaillard Cut, in the approaches to the locks, or in any other part of the Canal, when in their judgment such action is necessary to insure reasonable safety to the vessel or to the Canal and its appurtenances. The tug service in any of these cases shall be chargeable to the vessel. The Master of a vessel which steers badly, or which is liable to become unmanageable for any reason, shall report such fact and request the services of a tug.

[46 FR 63176, Dec. 30, 1981, as amended at 55 FR 11908, Mar. 30, 1990]

§ 103.29 Anchoring in Panama Canal waters.

No vessel shall anchor within the navigable waters of the Canal in other than a designated anchorage, except in an emergency, and no craft shall tie up to any aid-to-navigation in Canal waters.

§ 103.30 Requirements for all dead tows.

(a) *Preparation for transit*—(1) Upon arrival, the tug will break up the tow and secure the bridle so that no part of it extends below the surface of the water.

(2) Tows shall have the capability of anchoring.

(3) Tows will be inspected before being scheduled for transit.

(4) Agents, operators and owners will be responsible for making any required alterations or additions to equipment or stowage.

(5) Boarding facilities will comply with Regulation 17, Chapter V, International Convention for Safety of Life at Sea, 1974, TIAS 9700. There must be a clear passage, free of obstructions,

from the boarding facility to all working areas, otherwise, catwalks with handrails and steps must be provided.

(6) The working area near chocks and bitts on all dead tows must be clear of obstructions and fitted with safety rails or lines at the vessel's sides.

(b) *Transit requirements*—(1) Tows must provide a pilot shelter with a clear view forward, on the center line, approximately midway between the bow and stern. This shelter may be permanent or portable, but must protect the pilot from the elements. All tows with a beam in excess of 79.9 feet shall provide, in addition to the center line shelter, pilot shelters at the extreme beams from which the pilots may readily view the vessel's sides.

(2) Dead tows must be equipped with the chocks and bitts as set forth in § 109.6 of this chapter.

(3) Tows must provide mooring and heaving lines and have mooring arrangements, and bitts or cleats for securing tugs that do not interfere with those chocks and bitts required for locomotive wires.

(4) All barges will be fitted so that a pusher tug can be secured with its stem held firmly to the center line of the barge. Pushing tugs are to be equipped with wire cable snubbers and springs.

(5) All barges will be required to have portable toilets on board prior to departure for transit.

§ 103.32 Engine orders to be recorded.

(a) Except as provided in paragraph (b) of this section, every power-driven vessel over 250 feet in length, while navigating in Panama Canal waters under the control of a Panama Canal pilot, shall maintain a bridge bell book and an engine room bell book. The bridge bell book shall consist of a contemporaneous record of each engine order and the time it is transmitted from the bridge to the engine room. The engine room bell book shall consist of a contemporaneous record of each engine order and the time it is received in the engine room.

(b) No vessel is required to maintain any bell books if equipped with a serviceable automatic device which produces a permanent, legible record of every engine order transmitted from